



THE SQUADRON FLYER

The Official Newsletter of the Condor Composite



Early Spring 2003


Condor Composite Sweeps Finger Lakes Group Awards

By 1Lt. Scott Gardner, PAO

Condor Composite Members swept the awards ceremony at the Finger Lakes Group Banquet on Saturday, March 22, 2003. Nearly twenty-four Condor members, spouses and guests attended the Group banquet held at the Wishing Well Restaurant in Rochester.

Squadron Commander, Captain Charles Miller was awarded Senior of the Year 2002. Cadet Captain Nathan King was awarded Cadet of the Year 2002. Additionally, senior members 1Lt. Chris Pascuzzo was awarded Group Safety Officer of the Year 2002, and 1Lt. Don McKeown was awarded Group Aerospace Education Officer of the Year for 2002.

These Condor squadron members will now move on to compete at the wing level for these awards. Announcements of the wing level award will be made at the Annual Wing Conference in May 2003.

Condor Composite Squadron is very proud of these members and their dedication. We wish them all the best as they move on to wing level competition. 

Field Trip Coming in April...

The Squadron is planning the spring field trip on April 25 thru the 27th. This year we plan to visit the War Plane and Soaring Museums in Elmira, New York. Note that this is a change from the original planned field trip to New York City.

Please stay tuned for further information as it become available. For questions or more detailed information please contact Captain Charles Miller at (585) 237-3958.

Two Condor Seniors Attend CAP Leadership School in Syracuse

First Lt. Scott Gardner and Second Lt. Deborah Stearns attended the recent NYWG Squadron Leadership School held at the ANG 174th Fighter Wing in Syracuse, New York.

The SLS was attended by nearly 60 other senior members, the largest ever held in New York Wing. The School lasted two days with a formal graduation ceremony held on Sunday afternoon.

A highlight of the class occurred when the two senior members were presented their certificates of completion by 174th Base Commander, Colonel Robert Knauff, who also addressed the assembled students.

Congratulations to Cadets

**C/1Lt. Jonathan D. Fitch on his
Amelia Earhart Award #12183
&
C/2Lt. Robert L. Husted on his
*Gen. Billy Mitchell Award #50015***

CIVIL AIR PATROL IS ON THE WEB!

Check out the following links for more information!

Civil Air Patrol National Headquarters: www.capnhq.gov

New York Wing Web: www.nywg.cap.gov

Condor Composite Squadron: www.condor.nywg.cap.gov

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The Sky's The Limit

Part Two

By 2nd Lt. Deborah Stearns
Squadron Admin. Officer

Sailplanes are a very fascinating type of aircraft. The sleek design and the silent motion of gliders provide the grace that can only be surpassed by that of a soaring bird. At least that is the way gliders appear if experienced pilots are flying them. However if a student is piloting the craft, the sailplane may resemble a wounded pigeon struggling to stay aloft before a painfully abrupt landing.

After approximately four hours of logged flight time, my instructor decided that I was ready to command the glider throughout the entire flight, which included takeoff and landing. I do not know how instructors determine the readiness of a student to perform this feat. My guess is their stress levels are too low and they feel they need some excitement in their lives. Little did my instructor know that he was in for a thrill when he decided that I was ready to take the plunge (pun intended).

Prior to takeoff, my instructor reassured me that he would take control if he felt that I needed assistance. "What is the pre-flight cockpit checklist?" My mind went blank. This is NOT good! After a few seconds of panic, I went through the checklist out of normal sequence, but at least I remembered it in my state of shock. I gave the thumbs up sign to my wing runner and soon we were being pulled down the runway.

Surprisingly, takeoff was not very difficult. I kept the wings level and the nose up just a smidgeon to lift the glider off the ground. We flew parallel to the runway until the tow plane lifted off the ground and then began our ascent. So far, so good!

Flying the tow is comparable to military planes flying in formation and is NOT a simple task. If the glider is too high, it may cause the tow plane to dive toward the ground. If the glider is too low, it can cause excessive drag on the tow plane and possibly result in a stall. If the glider is too far to one side, it can prevent proper maneuvering of the tow plane. With all of this in mind and a death grip on the control stick, I attempted to fly the entire tow. The glider slipped out of position several times needing correction from my instructor. "Watch your attitude!" I don't HAVE an attitude problem! Oh, he was advising me to be aware of the position of the glider with respect to the horizon. I sheepishly replied, "Okay."

Once the glider was free from the tow plane, the flight was quite routine. I relaxed as I gracefully soared in the sky, searching for any lift that might be lurking around. It was very routine until I realized that I had lost too much altitude and had to begin the landing pattern. So much for relaxation!

The ground seemed to be rushing up to me as I prepared for landing. Time seemed to fly as I quickly descended. I began to panic as my rational thinking turned to utter fear as I watched the houses below get closer and closer. "Open the dive brakes. Keep your speed up!" Now to ME THAT was a contradiction of terms, but I did as I was told. "Bank to the right." Dear God, PLEASE don't let me stall this thing! "Okay, bring it in for landing." Deb, it would be easier if you would open your eyes! Here goes. . . . Well, those who watched my final approach told me that it looked as though I was riding a series of waves as I landed, but I DID it!

I was shaking like a leaf as I stepped out of the cockpit and joined my instructor in a cheer for my rough, but safe landing. My very first instructor had been watching from the field as I landed the ship. He approached the sailplane with a smile to congratulate me. A mere handshake would not do. He kissed me on the cheek and reiterated his encouraging words once again, "You are going to be a great pilot."

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Final part of the story continued in the next issue.

Calendar for April 2003

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| 4/1/03 | Regular Meeting BDU |
| 4/4-6/03 | Sr. & Cadet Encampment Workshops
in Albany (MEG) |
| 4/5-4/6 | SAREX #2 |
| 4/8/03 | Regular Meeting BDU |
| 4/12/03 | Training at Perry/Warsaw Airport |
| 4/15/03 | Regular Meeting (Blues) AIRPORT
<i>RSVP Deadline NYWG Conference</i> |
| 4/19/03 | NYWG Inspection FLG |
| 4/22/03 | Regular Meeting BDU |
| 4/29/03 | Regular Meeting BDU |

May 2003

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| 5/24-26/03 | Encampment Staff Skills Wrkshp
In Albany (MEG) |
| 5/30-6/1/03 | NYWG Conference - Owego |

**Meetings are from 1830-2030 at the Red Cross
Office in Warsaw. Note as of 4/15/03 meetings will be held
at Perry/Warsaw Airport For Info. Call 716-474-1169.

***Congratulations to
Captain Charles Miller
for successfully passing his
Instrument Check Ride!***

ON THIS DAY IN HISTORY...

MARCH

March 2, 1949 -- The B-50 "Lucky Lady II" made the first non-stop round-the-world flight in 94 hours and 1 minute.

March 13, 1917 -- The Army Air Intelligence Subdivision Office is approved.

March 17, 1981 -- The first KC-10A Extender tanker/cargo aircraft is delivered to Strategic Air Command.

March 18, 1945 -- Some 1,250 bombers escorted by 670 fighters gave Berlin the heaviest attack of World War II.

March 26, 1949 -- The first 10-engine aircraft, the B-36, made its first successful test flight.

APRIL

April 3, 1967 -- Chief Master Sgt. Paul W. Airey became the first chief master sergeant of the Air Force

April 6, 1924 -- Four specially built Douglas World Cruisers -- each with a crew of two men -- set off for the first flight around the world.

April 10, 1959 -- First flight of the Northrop T-38 Talon

April 18, 1942 -- Lt. Col. James Doolittle led 16 B-25 Mitchell bombers on a Tokyo bombing raid

April 29, 1918 -- Lt. Edward V. Rickenbacker downed his first enemy aircraft

The **2003 Safety Pledge**
for all CAP Flying and Ground Activities:

I pledge to do my part to foster a safe environment during all CAP activities, to be a responsible steward of CAP resources and to fully prepare myself for the challenging missions that serve America.

CAP National Commander, Major General (Select) Richard Bowling has requested that following the recital of the Pledge of Allegiance to the flag, at each meeting, we recite the 2003 Safety Pledge.

WORTH REPEATING

"Aviation is proof, that given the will, we have the capacity to achieve the impossible."

-- Capt. Edward "Eddie" Rickenbacker, Medal of Honor winner and leading U.S. ace of World War I

HOMELAND SECURITY NEWS

Following the tragic events that occurred on September 11, 2001, state and local government officials have increased opportunities for citizens to become an integral part of protecting the homeland and supporting the local first responders. Officials agree that the formula for ensuring a more secure and safer homeland consists of preparedness, training, and citizen involvement in supporting first responders. In January 2002, President George W. Bush launched USA Freedom Corps, to capture the spirit of service that has emerged throughout our communities following the terrorist attacks.

Citizen Corps, a vital component of USA Freedom Corps, was created to help coordinate volunteer activities that will make our communities safer, stronger, and better prepared to respond to any emergency situation. It provides opportunities for people to participate in a range of measures to make their families, their homes, and their communities safer from the threats of crime, terrorism, and disasters of all kinds.

Citizen Corps programs build on the successful efforts that are in place in many communities around the country to prevent crime and respond to emergencies. Programs that started through local innovation are the foundation for Citizen Corps and this national approach to citizen participation in community safety.

Citizen Corps is coordinated nationally by the Federal Emergency Management Agency. In this capacity, FEMA works closely with other federal entities, state and local governments, first responders and emergency managers, the volunteer community, and the White House Office of the USA Freedom Corps.

Sites of Interest:

www.citizencorp.com - Citizen Corp. homepage

www.dhs.gov - Department of Homeland Security

Information retrieved from the Department of Homeland Security and Freedom Corps web sites.

Several Condor Members Qualify for Emergency Services Ratings

On March 15, 2003, in the squadron's continuing pursuit to offer well-trained individuals for homeland security and S&R missions, Condor hosted a SAREX to build the proficiency levels of 19 cadet and 13 senior members.

In addition to an excellent turnout from Condor, several members of the Rochester squadron participated in Saturday's training event.

Several members qualified for ground team ratings and two senior and two cadets qualified for mission air ratings.

Senior members 2Lt. Debbie Stearns qualified for her Observer & Scanner rating, 2Lt. Craig Wadsworth qualified for UDF & Scanner, and Cadets Captain Nathan King and Lt. Robert Morris both qualified for their Mission Scanner ratings.

Sorties were flown throughout the day by mission pilots Major Dana Boothe and 1Lt. Chris Pascuzzo, who also led ground teams. Observer and scanner training was assisted by 1Lt. Pam Boothe, and NYWG Standards and Evaluations Director, Lt. Colonel Rollie Zavada. NYWG Director of ES, Lt. Colonel Bill Hughes was also on hand for mission support and guidance. Special thanks to cadets John Fitch, Robert Morris and Robert Husted for UDF training of senior and cadet ground teams.

Saturday's training was the first training to occur in the squadron's newly remodeled base HQ. Everything went extremely well, and the training day was considered a shining success. Command and communications was managed by Lt. Colonel Diane Wojtowicz and Captain Charles Miller respectively. 1Lt. Chris Pascuzzo was also on hand to oversee overall safety of the operation.

Many thanks to all CAP members who participated in the successful training exercise. Remember our motto in this time of heightened threat to our nation - *Semper Vigilans*.

NYWG Puts Rapid Response Teams On High Alert

by Robert Stronach, NY Wing public affairs officer

The New York Wing of the Civil Air Patrol (CAP) has placed rapid response teams on high alert, coinciding with the nation's homeland security Orange Alert status, Wing commander Col. Austyn W. Granville Jr. said.

The teams include both air and ground crews trained in search and rescue, reconnaissance and communications. Over the past few months the New York Wing has conducted homeland security exercises to test its capability to provide both rapid and sustained search-and-rescue and reconnaissance missions involving disaster and terrorist scenarios.

Just last month, CAP was given a rapid-response practice scenario in which authorities received a credible threat of imminent terrorist activity in New York State. Aircrews from Long Island to Western New York, plus some ground teams, were deployed to survey and photograph potential terrorist targets, including power plants, windmill farms, dams on reservoirs, and hospitals. One aircrew also took the time to look for ice jams on the Saranac River as a courtesy to Plattsburgh city officials concerned about flooding.

Last fall, CAP deployed 17 aircraft plus a similar number of ground teams to conduct sustained aerial reconnaissance along the New York-Canadian border.

The objective of the rapid-response exercise, Colonel Granville explained, was to keep the teams proficient in reconnaissance, photography, use of the Global Positioning Satellite (GPS) systems, transmitting images, and performing base staff functions for coordination, communications and control.

The prior exercise tested the wing's ability to engage in numerous sorties from self-sustaining bases; that is, to support air crews on a sustained mission without outside help and to ensure fast turnaround of crews, Colonel Granville said.